



KY 53 Improvements From KY 22 at Ballardsville to I-71



KENTUCKY
TRANSPORTATION
CABINET

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The Kentucky Transportation Cabinet

The Kentucky Transportation Cabinet (KYTC) welcomes you to tonight's public meeting for the Improvement of KY 53 from KY 22 at Ballardsville to I-71. The purpose of this meeting is: 1) to present potential project alternatives; 2) to gather information that may influence the travel path of the alternative alignments (historical and environmental features/areas in the project corridor, etc.); and 3) to discuss project goals. Comments on the corridor alternatives and their potential impacts are requested from the general public to further assist in the continuing development and design of this project.

Your involvement is very much appreciated and we encourage you to visit the information displays and talk with the project team members. The KYTC recognizes that a vital part of the design process comes from public involvement. Please take the time to look around, ask questions, and submit the "Comment Form" provided. Please leave the completed form in the box near the sign-in table as you leave. If you would like to take the form home and submit it at a later date, please feel free to do so. Preaddressed envelopes have been provided. All written comments will be accepted until October 9, 2008.

Project Summary

The existing KY 53 roadway varies within the project limits. From the beginning point in Ballardsville to just south of Zhale Smith Road, the existing roadway consists of two 10-foot wide lanes with grass shoulders. Through the intersection with Zhale Smith Road, the travel lanes are 12 feet wide with 8-foot grassed shoulders. From north of the Zhale Smith Road to I-71, KY 53 widens to four 12-foot lanes with a 16-foot paved median. Upgrading this roadway would provide a safer facility for a segment of the Oldham County population that drives KY 53

daily for their jobs, local residents accessing both their homes and churches located along KY 53, and school buses traveling the route.

Three Corridor Alignments are being presented at tonight's public meeting. A 200-foot wide corridor is shown on both displays for a general location of each potential alternative. The First Corridor Alignment begins at the intersection of KY 53 and KY 1315. This corridor alignment is a new cross-country alignment that bypasses Ballardsville to the west. After the intersection with KY 22 West, it runs between the Ballardsville Baptist Church's Community Center and the residential homes on Brittany Lane before crossing the existing roadway twice near the Clarke Pointe Subdivision. From KY 2856, this corridor alignment stays on the west side until it reaches Sunset Drive where it crosses KY 53 again. It stays adjacent to the existing roadway on the east side of KY 53 until Zhale Smith Road. From Zhale Smith Road to New Moody Lane, the centerline for this corridor alignment follows the existing roadway centerline. KY 22 is also realigned as part of this corridor option.

(continued inside)



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The Second Corridor Alignment begins just south of the intersection with KY 22 West near the Ballardsville Fire Department. This corridor alignment runs on the west side of KY 53 before crossing the existing roadway near the Crystal Bridge Fish Farm. This corridor alignment then stays on the east side of KY 53 and is more of a cross-country alignment from this point before crossing KY 53 near its intersection with KY 2856. From this intersection, the alignment stays on the west side of KY 53 before crossing again near Sunset Road. From Sunset Road to New Moody Lane, this proposed alignment follows the First Corridor Alignment.

The Third Corridor Alignment begins at the intersection of KY 22 East at the New Dawn Baptist Church (former location of the Ballardsville Baptist Church). This section of KY 53 is a new cross-country alignment that bypasses a section of Ballardsville from the church to the Ballardsville Fire Station. From its intersection with KY22 West, this corridor alignment follows the same general path as the Second Corridor Alignment. However, this corridor alignment always stays on the east side of KY 53 after crossing the existing roadway near the Crystal Bridge Fish Farm. From just north of Sunset Drive, it follows the same alignment as both the First and Second Corridor Alignments.

It would be difficult to develop an alternative that closely follows the existing roadway’s alignment for the following reasons:

- Existing horizontal curves are substandard.
- Sight distance is limited at the existing roadway sags and crests.
- The existing roadway profile is steep at many locations and greater than recommended grades.
- Acquisition of multiple homes adjacent to the existing roadway would be necessary to improve existing horizontal and vertical curvature and to provide the required clear zone widths for safety and vehicle recovery.
- Utility relocation costs along existing roadway would be costly.

KY 53 is classified as a Rural Arterial. For this class of highway, the posted speed limit would be 45 to 55 mph. The rural typical section would include two or four 11- to 12-foot lanes, a 13- to 14-foot paved median, and 10-foot wide shoulders. The urban typical section would include four 11- to 12-foot lanes, a 13- to 14-foot paved median, an optional 4-foot bike lane, and a 2-foot curb and gutter section. The urban typical section would also include a 3-foot utility strip, a 5-foot sidewalk, and a 6-foot berm area behind the sidewalk. These different typical sections for the new roadway are shown below.

Project Goals

During the early stages of a project’s evaluation, the Project Development Team identifies goals for the project. For KY 53, these project goals include:

- To increase safety and reduce accidents.

- To improve capacity and level of service of the roadway.
- To accommodate the forecasted increase in automotive and commercial truck traffic on KY 53, which is expected to double in the next 20 years.
- To facilitate the movement of goods and services reinforcing economic development efforts in Oldham County, while minimizing adverse economic, environmental and community impacts in a most cost effective manner.
- To provide a roadway facility that meets current design standards.

Next Steps

After tonight’s meeting, following are the steps to be taken for this project:

1. KYTC will review and consider all comments received.
2. Environmental studies will be conducted on the alternatives by the project consultant. An Environmental Overview will be developed for the project.
3. A second Public Meeting will be held to receive public comments on the results of the environmental overview and the preliminary alignment locations.
4. KYTC will recommend one alternative to move forward.
5. Additional funding will have to be programmed. This project is currently not funded beyond Phase I, Preliminary Design.

Thank you for your attendance and the input you have provided for this important highway project.

